

Maryland Historical Trust

Maryland Inventory of Historic Properties number: G-II-A-361

Name: 11009/MD42 OVER GRADE RAMP

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u> 3 April 2001 </u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u> 3 April 2001 </u>

MHT NO. G-II-A-361

LOCATION

County: Garrett

Bridge projects over: Road Railway X Water Land

BRIDGE TYPE

450

DESCRIPTION

Describe the Setting:

Located approximately 1.5 miles from the Pennsylvania state line, Bridge 11009 carries MD 42 over Glade Run in rural Garrett County. MD 42 runs in a generally north-south direction; Glade Run flows west-east. The creek runs through a wooded area which appears to be surrounded primarily by wooded land. Bridge 11009 lies within the Appalachian Plateau physiographic province, the mountainous region of western Maryland which includes the eastern continental divide.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Bridge 11009 is a single-span concrete girder bridge with a clear span length of 26'. The 18' roadway carries two lanes of traffic. Each of the open balustraded concrete parapets feature two sections with 14 openings each. Steel W-beam guardrails are attached to the paneled endposts of the parapets. The substructure consists of striated concrete abutments and wing walls. The design of the bridge closely resembles that of the 1930s standard.

Based upon recent inspection reports and photographs dated January 1995, the bridge appears to be in good condition.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

According to available documentation, no significant alterations have been made to the bridge since its construction, however repairs have been made for deck punctures.

HISTORY

When Built: 1933

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission of Maryland

Who Designed: Unknown

Why Altered: N/A

Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

The improvement of Garrett County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Garrett County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area which is eligible for historic district designation.

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MARYLAND HISTORICAL TRUST**

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Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not receive further study.

BIBLIOGRAPHY

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1906 *First Report on State Highway Construction (May 1905-January 1906)*. The Johns Hopkins Press, Baltimore.

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Johnson, A.N.

1903 *Third Report on the Highways of Maryland (1902-1903)*. The Johns Hopkins Press, Baltimore.

LeViness, Charles T.

1958 *A History of Road Building in Maryland*. State Roads Commission of Maryland, Baltimore.

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HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

MHT NO. G-II-A-361

Maryland State Highway Administration

1987-93 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

P.A.C. Spero and Company and Louis Berger and Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report*. Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

State Roads Commission of Maryland

1930 *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930*. State of Maryland, State Roads Commission, Baltimore.

1959 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

SURVEYOR INFORMATION

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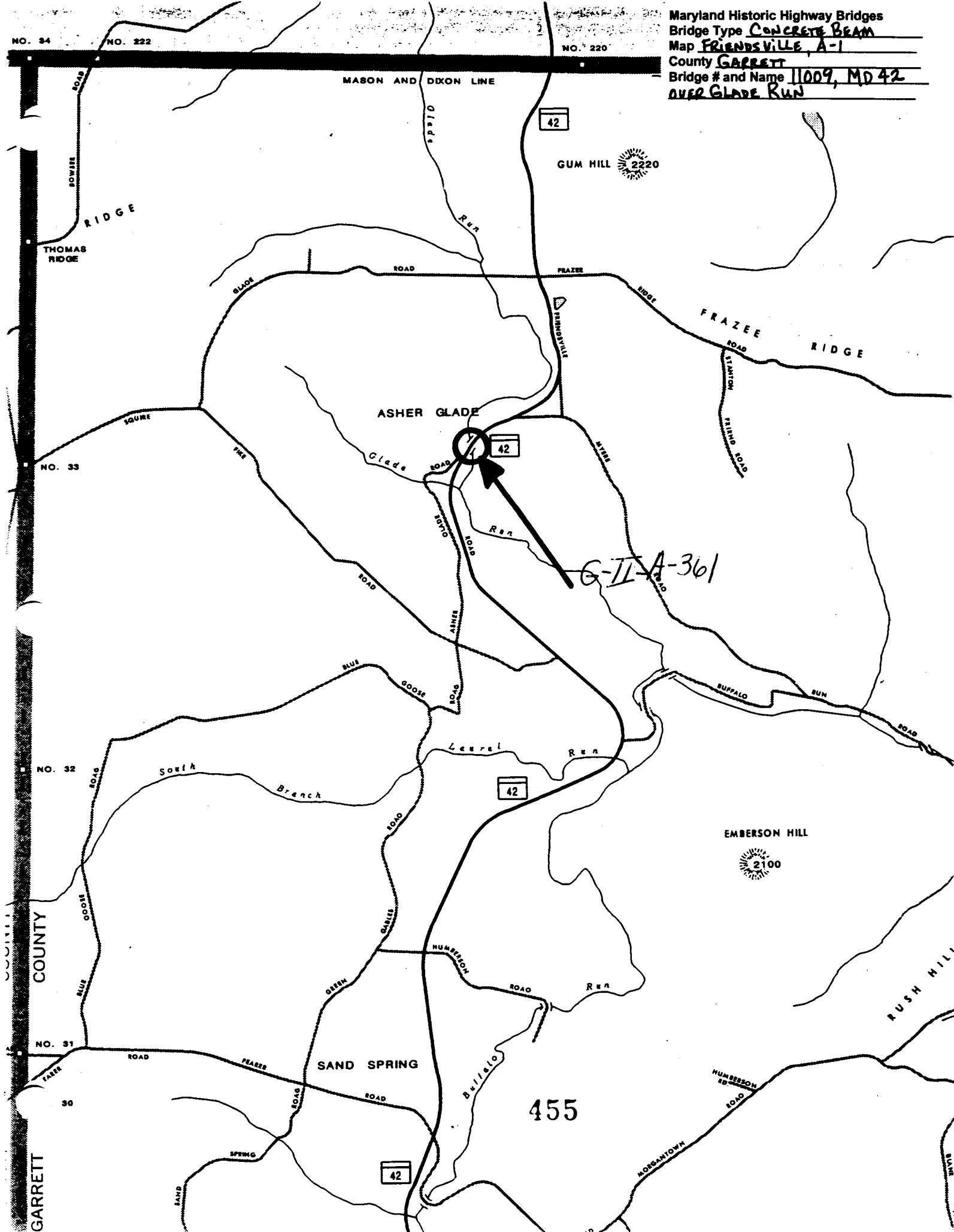
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

NO. 34

NO. 222

NO. 220

Maryland Historic Highway Bridges

Bridge Type CONCRETE BEAMMap FRIENDSVILLE, A-1County GARRETTBridge # and Name 11009, MD 42OVER GLADE RUN



GI A 361
OVER GRADE RUN (Br# 11009)

GARRETT CO. MD

WAVE KING

1/26/95

SHA

SOUTHWEST APPROACH

100 41



G-II-A-361
OVER GLADE RUN (Br.# 11009)

GARRETT CO. MD.

DAVE KING

1/26/95
SHP

NORTHEAST APPROACH

2014



G-II-A-361

OVER BLADE RUN (BV# 11009)

GARRET GUM

DAVE KING

1/20/25

54A

SOUTHEAST ELEVATION (DOWNSTREAM)

394



G-II-A-36/
OVER GLADE RUN (Br. # 11009)

GARRETT CO. MD.

DAVE KING

1/26/95

SHA

NORTHWEST ELEVATION (UPSTREAM)

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